

Message Text

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PAGE 01 PARIS 15889 01 OF 02 281757Z

43

ACTION EB-11

INFO OCT-01 EUR-25 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

 DOTE-00 INR-10 NSAE-00 RSC-01 FAA-00 EPA-04 SS-20 L-03

 H-03 NSC-07 SP-03 PA-04 PRS-01 USIA-15 DRC-01 /118 W

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P 281658Z JUN 74

FM AMEMBASSY PARIS

TO SECSTATE WASHDC PRIORITY 0414

AMEMBASSY LONDON

FAA BRUSSELS

C O N F I D E N T I A L SECTION 01 OF 02 PARIS 15889

E.O. 11652: GDS

TAGS: ETRN, FR, UK

SUBJECT: CIVAIR: CONCORDE, US SST ENGINE EMISSION
STANDARDS

REF: (A) STATE 133747, (B) LONDON 8036

1. REF A REQUESTED OUR VIEWS ON EPA ISSUANCE OF
NPRM ON SST ENGINE EMISSION STANDARDS O/A JULY 1.
WE SHARE VIEWS OF AMEMBASSY LONDON AS STATED
PARAS 6 AND 7 OF REF B WITH SAME PROVISOS RE
ADVANCE COMMUNICATION OF TEXT AND PUBLICITY ON
NATURE OF RULEMAKING PROCESS. OUR RATIONALE IS
SPELLED OUT BELOW.

2. UNCERTAINTY AS TO WHEN FRENCH AND BRITISH WILL
GET AROUND TO TAKING FINAL DECISION ON FUTURE OF
CONCORDE PROGRAM (PARIS 15744) MAKES MUCH FURTHER
DELAY IN ISSUANCE OF NPRM DIFFICULT TO JUSTIFY.
WHILE REF B SUGGESTED THAT SERIES OF MEETINGS
MIGHT BE NECESSARY BEFORE DECISION TAKEN, SCHEDULING
OF WILSON-GISCARD SUMMIT IN JULY SUGGESTS THAT
FUNDAMENTAL POLITICAL DECISION MIGHT BE TAKEN
ON THAT OCCASION. AS FOR TIME REQUIRED FOR NEW
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PAGE 02 PARIS 15889 01 OF 02 281757Z

FRENCH SECSTATE OF TRANSPORT CAVAILLE TO DEVELOP

HIS VIEWS (PARA 1 REF B), CAVAILLE SIMPLY INHERITED POSITION ON CONCORDE WHICH PRESENT GOVERNMENT SHOWS EVERY INDICATION OF SUPPORTING WITH, IF ANYTHING, EVEN MORE VIGOR THAN DID ITS PREDECESSOR. AND PRESENT POSITION TOLERATES NO ABANDONMENT OF CONCORDE.

3. IF, AS AMEMBASSY LONDON INDICATES, LABOR GOVERNMENT'S INTENTION TO PROCEED WITH CONCORDE PROGRAM HAS STRENGTHENED, THERE IS LESSENING OF RISK THAT EARLY ISSUANCE OF NPRM ON ENGINE EMISSIONS WOULD EXPOSE US TO SCAPEGOAT ROLE IN EVENT OF ABANDONMENT OF PROGRAM. IT SEEMS TO US THEN THAT THERE MIGHT NOW BE MERIT IN EARLY ISSUANCE OF NPRM ON ENGINE EMISSIONS SO THAT FRENCH AND BRITISH ARE TACITLY AWARE OF IT AT JULY MEETING(S) AND ARE NOT ABLE TO ALLEGE THAT NPRM WAS NEW FACTOR INTRODUCED AFTER AN EVENTUAL GO-AHEAD DECISION OF THIS SUMMER JUSTIFYING A SUBSEQUENT REASSESSMENT OF THE CONCORDE PROGRAM. IN SHORT, WE COME FULL CIRCLE IN NOW SUGGESTING THAT UNDER PRESENT CIRCUMSTANCES CHANCES OF OUR BEING MADE SCAPEGOAT MIGHT BE LESS IF NPRM ISSUED BEFORE RATHER THAN AFTER UPCOMING FRANCO-BRITISH DECISION IS TAKEN. THERE MAY ALSO BE A PSYCHOLOGICAL FACTOR GOING FOR US NOW TOO SINCE SOME OF THE GLOW FROM SUCCESS OF CONCORDE FLIGHTS TO BOSTON AND US MEDIA REACTION THERETO (E.G., HIGHLY FAVORABLE EDITORIAL AND ARTICLE IN JUNE 24 AVIATION WEEK) RUBS OFF ON US AND MAKES IT MORE DIFFICULT FOR LATENT CRITICS TO CONTEND THAT USG AND AT LEAST

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PAGE 01 PARIS 15889 02 OF 02 281843Z

43

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FAA BRUSSELS

C O N F I D E N T I A L SECTION 02 OF 02 PARIS 15889

SOME OF OUR AIRPORT AUTHORITIES ARE ILL-DISPOSED
TOWARDS CONCORDE.

4. IN INTERESTS OF PRUDENCE WE SOUGHT CONFIRM
WHETHER FRENCH VIEWS ARE AS SUGGESTED PARA 3 REF B
BUT NEITHER WE NOR CLAUDE-LAFONTAINE OF FOREIGN
MINISTRY (WHO IS ALSO MEMBER OF CONCORDE DIRECTING
COMMITTEE ON FRENCH SIDE) WERE ABLE TO GET THROUGH
TO LATHIERE. WE INDICATED TO CLAUDE-LAFONTAINE
THAT ON BALANCE WE SAW NO REASON TO DELAY NPRM
FURTHER AND INDEED SAW SOME ADVANTAGES TO ALL
CONCERNED IF NPRM EXERCISE NOW WENT FORWARD NORMALLY.
WE ALSO NOTED THAT AT NO TIME IN THE PAST HAD
FRENCH AUTHORITIES IN PARIS MADE AN ISSUE WITH
EMBASSY OVER DELAY IN ISSUANCE OF NPRM, THOUGH
WE UNDERSTOOD THEY HAD DISCUSSED QUESTION IN
WASHINGTON. CLAUDE-LAFONTAINE SAID THAT SHE WOULD
CONTINUE EFFORTS TO CONTACT LATHIERE; WE INDICATED
IN TURN THAT WE WOULD PROCEED TO SUBMIT OUR RE-
COMMENDATIONS TO DEPT. BUT WOULD OF COURSE BE
WILLING REPORT ANY CONTRARY VIEWS OF GOF IF THESE
WERE CONVEYED TO US PROMPTLY.
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PAGE 02 PARIS 15889 02 OF 02 281843Z

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